

ALL ROADS MAY BE OPEN THIS SEASON

Touring Privileges Likely to Be Free to All Automobilists in 1912.

JERSEY SWINGS INTO LINE

Action by Assembly May Lead to Removal of the Last Obstructing State.

"The automobile tourist is coming into his own," said Frederick H. Elliott, secretary of the Touring Club of America, yesterday, in discussing the spread of uniform motor vehicle legislation as especially emphasized in the recent action of the New Jersey Assembly in passing the bill introduced by Assemblyman Knickerbocker which would grant to non-resident motorists the free use of the highways of that Commonwealth for a period of fifteen days.

The measure has yet to go to the State Senate.

"There is widespread interest among automobilists as well as State authorities," continued Secretary Elliott, "in the favorable action by the Assembly of New Jersey which would open the roads of that State to non-resident tourists so that an automobilist will be able to tour from Maine to Florida without being obliged to take out any license other than that of his home State."

"With New Jersey opening her doors to motorists it will be found feasible to make a transcontinental route from New York through New Jersey and Pennsylvania, connecting with the routes to the Pacific coast which have been charted and surveyed by representatives of the Touring Club of America."

"The granting of reciprocity by New Jersey virtually eliminates the necessity for any Federal license, as New Jersey is the last State to fall into line with the policy which was established several years ago by a majority of the States. All the other Eastern, as well as the New England States have always granted the free use of the highways to non-residents engaged in interstate touring, providing they complied with the laws of their home State by displaying license numbers upon the front and rear of the car."

"The Touring Club of America has constantly agitated for uniformity in State motor vehicle laws, with a view to encouraging touring and improvement of the highways. It is interesting to recall at this time the conference of State officials held at the Touring Club of America in New York a year and a half ago, at which ten States and the District of Columbia were represented. At this meeting recommendations were made providing for a uniform touring privilege of fifteen days for non-resident touring in other States."

The committee which drafted this recommendation was composed of Joseph W. Hunter, State Highway Commissioner of Pennsylvania; Frederick H. Caley, Registrar of Motor Vehicles of Ohio, and J. B. R. Smith, who is the present Commissioner of Motor Vehicles of New Jersey. The following resolution was adopted:

"The provisions of the foregoing sections shall not apply to motor vehicles owned or operated by non-residents of this State while such vehicles are being operated within this State for a period not to exceed fifteen days at any one time, provided the owners or operators thereof shall have complied with the provisions of the law of the State, Territory or Federal

district of their residence in regard to motor vehicles and shall comply with such law while operating or driving a motor vehicle upon the public roads or highways of this State; provided, however, that the foregoing sections of this act are substantially in force as law in the State, Territory or Federal district of the residence of the owner of such motor vehicle; otherwise all provisions of this act shall apply."

"The action taken at this conference—the first gathering of this character ever held in the United States—was reported to the House of Governors at their meeting in Louisville, Ky., and the recommendations were submitted to the officials and legislators in many States, who are appreciating the importance of standardizing the State automobile laws immediately recommended the adoption of this non-resident touring provision to the Legislatures of their respective Commonwealths."

New Ford Beats Henry's Old Mark.

Frank Kulick, driving his little Ford 999 H, travelled over the ice on Lake St. Clair recently at a rate of 100 miles an hour, covering one mile in 33.5 seconds. The mark set a new record for a speed contest on ice, the former mark being held by Henry Ford himself, who nine years ago drove the first 999 a mile in 39.4 seconds over about the same course. Kulick twice broke the record. The first time he went over the course he carried his mechanism and his time was 34.4 seconds. On his second attempt he went the distance alone.

Also Shows Open Models.

The proximity of the open season for touring has been regarded in the Alcoa exhibit at the Brooklyn show. The cars in this booth are of the open type, two being touring cars and one a six cylinder runabout. The machines are featured by the white stripe about the body.

VELIE TRUCK'S HARD RUN

Self Delivery Up in Troy Accomplished After Unpleasant Journey.

A strenuous trip with a motor truck was made last week by Howard Cassidy with a Velie three ton truck. On account of heavy storms up State freight was greatly delayed, and as it was necessary to have the truck in Troy Wednesday morning without fail it was decided to make the run under its own power.

In making his report to the Garland Automobile Company, Cassidy says: "We left New York at 3 P. M. Thursday and found fairly good roads until we reached Rhinebeck. About three miles beyond this point we struck deep snowdrifts. We had to do a lot of shovelling to make any progress. In the darkness it was very hard to define the road, and several times we narrowly escaped toppling over into ravines."

"A short distance beyond Hudson we struck an immense snowdrift, which we managed to get around by going through a field. To do this we had to use a lot of fence rails as sort of a corduroy road. Toward morning we were tired out. So we built a fire, wrapped ourselves in our blankets and burrowed down into the snow. We slept there from around 3 o'clock to about 7 P. M. Friday morning. After a great deal of hardship we finally reached the State road via Rensselaer, and from there on had no difficulty. We had no mechanical troubles of any kind and made a demonstration for a brewery concern shortly after arriving in Troy."

"We demonstrated up the Lincoln avenue hill, the steepest in Troy, up which no horses attempt to pull a load when the going is heavy, and had no difficulty in negotiating it."

THE ELECTRIC CAR IS DIFFERENT NOW

Shortcomings of Its Early Days Have Been Overcome by Hard Work.

TOO MUCH BOOM AT START

It Suffered Because It Couldn't Live Up to Inflated Pledges Then, Says One Maker.

The average prospective buyer of a modern electric automobile does not realize that the electric of to-day shows a tremendous improvement over the models marketed a few years ago. The motorist recalls models of a decade back which carried a couple of tons of storage battery around on four wheels at scarcely better than an overgrown snail's pace, and it is true that some people are still under the false impression that the 1912 models are much the same.

Nine years ago, when the electric car was first struggling for recognition, many rash statements and promises were made, especially regarding the mileage it was possible to make on a single battery charge. It almost invariably happened that cars were falling decidedly short of these claims, and as a result the "electric" lost much of the prestige it might rightly have enjoyed.

Even in the early days, however, the

electric was found to have qualities of cleanliness, simplicity of operation and control, silence and freedom from mechanical annoyance which made for it many enthusiastic friends.

The original drawbacks, such as insufficient mileage and lack of carrying capacity, have been very largely overcome. This is due to a very decided improvement in batteries, motors and transmission mechanism.

The electric car of to-day, and I speak with particular reference to the Detroit Electric, as I naturally know it best, embodies practically all the mechanical features which are considered up-to-date and standard by high grade motor car manufacturers.

There is no question that the electric vehicle has a great future. Its principal field of usefulness now is in the cities, because the great majority of such service comes within the limits of fifty to a hundred miles. The maximum demands for commercial vehicles in city service are in the neighborhood of sixty miles. So many mercantile houses are employing the electric commercial car that its efficiency and general all around serviceability is universally known.

While it is to the woman that the electric vehicle owes its marked development, its advantages are becoming more and more appreciated by business and professional men, who value its reliability, cleanliness and the ease with which it may be handled in congested traffic. As a woman's car it is ideal, because of its simplicity of operation, making the woman driver entirely independent of a chauffeur. Its greatest promise of usefulness, however, is fulfilled as a family car.

For shopping, the theatre, afternoon calls and short country runs the electric automobile without any question occupies a field all its own. Its desirable features are becoming better known each year and it is rapidly taking its proper place as a practical motor car which will carry one on business or social errands about town or suburbs as far as necessity of pleasure will ever require.

W. C. ANDERSON, Detroit Electric.

CHALMERS AIR STARTER.

Operation of the Device Shown by Bruns Co. in Brooklyn.

Chalmers cars, shown in Brooklyn by the Bruns Auto Company, have as a feature this season an air starting device. A thirty-six motor equipped with one of these starters is part of the exhibit, as it has been at Chalmers booths in other shows.

The Chalmers starting system is as follows: A part of the compression of one cylinder is allowed to escape through a check valve into a storage tank. From this tank the compressed air is released by pressure on a button in the dash. Opening the dash valve sends a charge of air through a distributor which operates on the same principle as the old time commutator in that it distributes the air in firing succession to the cylinders as they are ready for the working stroke. In a word, the motor is simply operated by charges of compressed air rather than by explosions of gasoline vapor, until the motor begins to operate in the regular manner.

The compressed air starter had already been used successfully by two or three motor car manufacturers before the Chalmers starter was announced. In all of these older types, however, the starter has worked against compression; in other words, until the Chalmers device was perfected no inventor had devised a means of releasing the cylinder compression so that the charges of compressed air would work with their full force in the same way as the normal explosions of gasoline.

As a result of this it is said the Chalmers starter operates at a much lower pressure than any of the other compressed air starting devices. Actual tests are said to have shown the Chalmers starter to operate more quickly than any other type of starter on the market.

WHEN A MOTOR HEATS UP.

Some of the Causes Which May Bring About This Effect.

"Causes and Remedies of Motors Overheating" were treated recently by W. H. Stewart, Jr., in a talk before a class at his automobile school.

"Motors properly designed do not overheat," said he, "except when parts go wrong. In the water cooled motor using the force pump system one would naturally discount any trouble, as there appears to be very little to go wrong. However, when a motor does overheat the following should be inspected in order to trace the trouble:

"1. Inspect all hose connections and note that the water passage is free. It often happens that hose will swell and close, thus preventing the passage of water."

"2. Try the water pump and see that the water propeller is being driven by the shaft to which it is attached. A broken shaft is not an infrequent occurrence."

"3. Examine the radiator, as it is very sensitive to dirt and mineral deposits. In such cases cleanse thoroughly with an alkali solution."

"4. Excessive carbonization of the cylinders will cause overheating, and the cylinders should be cleaned as soon as possible."

"5. A motor should always be run with the spark advanced as much as possible. In this way the maximum efficiency is obtained with the minimum fuel consumption."

"6. Do not fail to keep the circulating system filled with water. An insufficient amount of water in the system will not keep the motor cool."

"7. See that the motor is receiving a proper amount of oil. A motor overheating from a cause of this kind will seldom be the same again."

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Regular equipment includes Self-Starter, Multiple Disc Cork Insert Clutch and Enclosed Valves. First cost is practically last cost, as repairs are almost nil.

EVERY CAR IS BACKED BY THE COMPANY'S GUARANTEE FOR ONE YEAR.

The Paige includes eight models designed for all needs and uses: \$900, \$925, \$975, \$1,000, \$1,600.

The Warren "30" and "40" with Self-Starter and Complete Equipment—\$1,300 and \$1,700

Paige and Warren Cars will be exhibited at the Brooklyn Auto Show, Spaces 174-175, 23rd Regiment Armory, Bedford Avenue, between Atlantic Avenue and Pacific Street—February 24-March 2.

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ALCO

Motor Trucks

M. R. AUGUST BELMONT has purchased for use on his farm at Babylon, Long Island, a two-ton Alco truck. This is on view at the Brooklyn automobile show. There are also on exhibit a five-ton Alco chassis and a three and a half-ton Alco chassis. The latter is a duplicate of the chassis of the world's record breaking Alco—record 336 hours without the motor once stopping.

The Alco is the truck which has a sales record of sixty-two per cent in re-orders. Sixty-five per cent of all Alcos are owned by million dollar companies.

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Announcement

The Remy Electric Company of Anderson, Ind., announces to the motoring public a new Magneto (Type RD), smaller in size, lighter in weight and fully 50 per cent more efficient electrically.

The new REMY is the last word in magneto construction. The product of the best talent engaged in ignition designing and the most accurate workmanship that has been developed through years of experiments and tests in the greatest Magneto factory of the world.

The Inductor Type

You can certainly understand the tremendous advantage of the Inductor Type, the key to the great success of the REMY magneto. Instead of miles of wound wire revolving in limited space, causing all kinds of trouble to insulate, you have two laminated steel inductors revolving around a stationary winding. It's as simple as a monkey wrench—and just as sturdy! Its efficiency is 100 per cent without discount, and it ignites just as surely at slow speed as it does at seventy miles per hour, and starts on a quarter turn without hesitation. It is equally efficient at full retard and full advance.

The Remy Service

We maintain here a service station for the benefit of owners of Remy-equipped cars. Trained ignition experts will look after your troubles. Remy equipment will give absolute satisfaction when properly cared for, and our service station experts are anxious to solve all your ignition difficulties.

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